

**II. AMENDMENTS TO THE CLAIMS:**

Kindly amend claims 1 and 6 as follows.

The following listing of claims will replace all prior versions of claims in the present application.

**Listing of Claims:**

1. (Currently Amended) A throttle valve adjusting device for combustion engines, comprising:

a valve housing;

a valve connected to a valve shaft, via which the valve is pivoted in the valve housing at least on one side; and

a drive unit comprising

i. at least one electric motor and a reduction gear operably connected to drive the valve; and

ii. a sensor for reporting a position of valve adjustment of the valve, wherein at least the reduction gear is arranged in a first housing that comprises a contact plate fixed to the valve housing and a cover closing the first housing, wherein the electric motor is arranged outside the first housing and outside the valve housing, wherein the electric motor is open on one side and is arranged in ~~never~~ a pole tube, and the pole tube has a first open end directed towards a drive gear end of ~~placed on a drive shaft of the electric motor~~, and the first open end is plugged on an annular shoulder of the contact plate running axially so as to close the first open end, and the pole tube has a second closed end arranged at least indirectly in a bearing block of the valve housing, wherein the drive shaft of the electric motor is supported on one side in the

contact plate and on an other side in a bearing position at the second closed end of the pole tube, and wherein the pole tube simultaneously serves as a ~~second-housing~~ of the electric motor.

2. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein the axially running annular shoulder of the contact plate is in the form of segments and runs essentially axially.
3. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein magnets are fixed in the pole tube by an axially arranged spring element that presses the magnets in a tangential direction against at least one projection on an inner wall of the pole tube, and the pole tube comprises, at least on a side facing the valve housing, a flat spot running in the axial direction.
4. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein brush springs of the electric motor, connected to a collector, are fixed on the contact plate of the throttle valve adjusting device by either frictional or positive engagement connections for contacting.
5. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein the contact plate comprises an attachment flange to fix a plug to electrical contacting, wherein the connecting pins of the plug are injected or locked in.
6. (Currently Amended) A throttle valve adjusting device according to Claim 1, wherein the reduction gear comprises

i. a drive gear arranged on the drive shaft of the electric motor so that the drive gear is at least torsionally rigid;

ii. a gear center wheel in the form of a double gear wheel that is supported on a gear center wheel axle~~(30)~~; and

a driven gear arranged on the valve shaft so that the driven gear is at least torsionally rigid, wherein the gear center wheel axle is fixed to the valve housing and extends into the first housing of the reduction gear through a hole in the contact plate.

7. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein the valve housing is made of light metal or plastic.

8. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein the contact plate is made of a nonconductive plastic.

9. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein the sensor is a potentiometer arranged in the first housing and has arm tracks printed directly onto the contact plate or a printed circuit board.

10. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein electrical conducting tracks are arranged in the first housing and printed or sprayed or injected onto the contact plate.

11. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein electrical conducting tracks comprising stampings are arranged bare in the first housing of the reduction gear.
12. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein the electric motor is fixed, via screws or projections disposed at the second closed end of the pole tube, to the bearing block so that the electric motor is torsionally rigid.
13. (Previously Presented) A throttle valve adjusting device according to Claim 3, wherein torsional strength of the pole tube is produced by the axially running shoulder of the contact plate since the flat spot of the pole tube engages in a corresponding flat spot of the otherwise annular shoulder.
14. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein torsional strength of the pole tube is produced by a screw connection between the pole tube and the contact plate.
15. (Previously Presented) A throttle valve adjusting device according to Claim 2, wherein magnets are fixed in the pole tube by an axially arranged spring element that presses the magnets in a tangential direction against at least one projection on an inner wall of the pole tube, and the pole tube comprises, at least on a side facing the valve housing, a flat spot running in the axial direction.

16. (Previously Presented) A throttle valve adjusting device according to Claim 1, wherein the electric motor is fixed, via projections disposed at the second closed end of the pole tube, to the bearing block so that the electric motor is torsionally rigid and the projections engage in a corresponding recess of the bearing block.